€ 7.50 (D), € 7.50 (A), CHF 13.50 (CH), $ 15.00 (US)

50 YEARS

# Depesche

WWW.LGB.DE

THE MAGAZINE FOR LGB ENTHUSIASTS

ISSUE 3/2018

## The G 4/5 of the RhB

Amazing model of a legendary loco

298119 E

## SPECIAL FEATURE: 50 YEARS OF LGB

- The top models in LGB history
- Everything you always wanted to know about LGB
- The LGB anniversary event at the Pressnitz Valley Railway

ANNIVERSARY EDITION 8 EXTRA PAGES

Rhätische Bahn

www.rhb.ch/berninaexpress

# Bernina Express

## Von den Gletschern zu den Palmen

Eine der spektakulärsten Alpenüberquerungen: Die Panoramafahrt im Bernina Express von Chur, Davos oder St. Moritz nach Tirano führt auf eisige Höhen von über 2 200 Metern, um dann tief in den warmen Süden einzutauchen. Die beeindruckende Strecke mit ihren einzigartigen Viadukten ist Teil des UNESCO Welterbe RhB. **www.rhb.ch/berninaexpress**

# DEAR READERS,

Your contacts at LGB: Silvia Römpp (LGB Club) and Andreas Schumann (Product Manager LGB).

Did you manage to get along to the large LGB anniversary event at the Pressnitz Valley Railway over the Pentecost weekend? Three whole days full of original steam locomotives and their LGB models attracted more than 10,000 visitors to the town in the Ore Mountains close to the German border with the Czech Republic. For all those garden railroad fans who were unable to make it, our article on the event in the anniversary section on page 33 of this issue shows just what a great full-steam-ahead experience was had by all in Saxony.

Steam locos also, and especially, deserve to be honored throughout the anniversary year. Three of these beauties can be marveled at in this issue. The G 4/5 of the Rhaetian Railway is unveiled as a Top Model. The paint and lettering scheme of loco 114 is identical in appearance to the original version, which entered into service on June 4, 1907. Just as impressive as the Swiss loco is the model of the VI K that ran on the Saxon State Railroads as number 212 from 1919 onwards. The stunningly crafted LGB Sachsenbulle (Saxon Bull) is supplied in an exquisite wooden case to mark the centenary of this now legendary class. Last but not least: The LGB anniversary edition of one of the biggest selling LGB models, the 2-6-0 “Mogul” steam loco of the Denver & Rio Grande Western Railroad.

LGB Depesche author Arnulf Schäfer presents the awesome layout of garden railroad guru Stefan Kühnlein from Upper Franconia, and US railroader Dr. Reinhold Braun reveals how he creates lifelike timber bridges. And for DIY enthusiasts: Karsten Speyer from Südwest Garden Railroaders continues with the third part of his “Stainz” diorama.

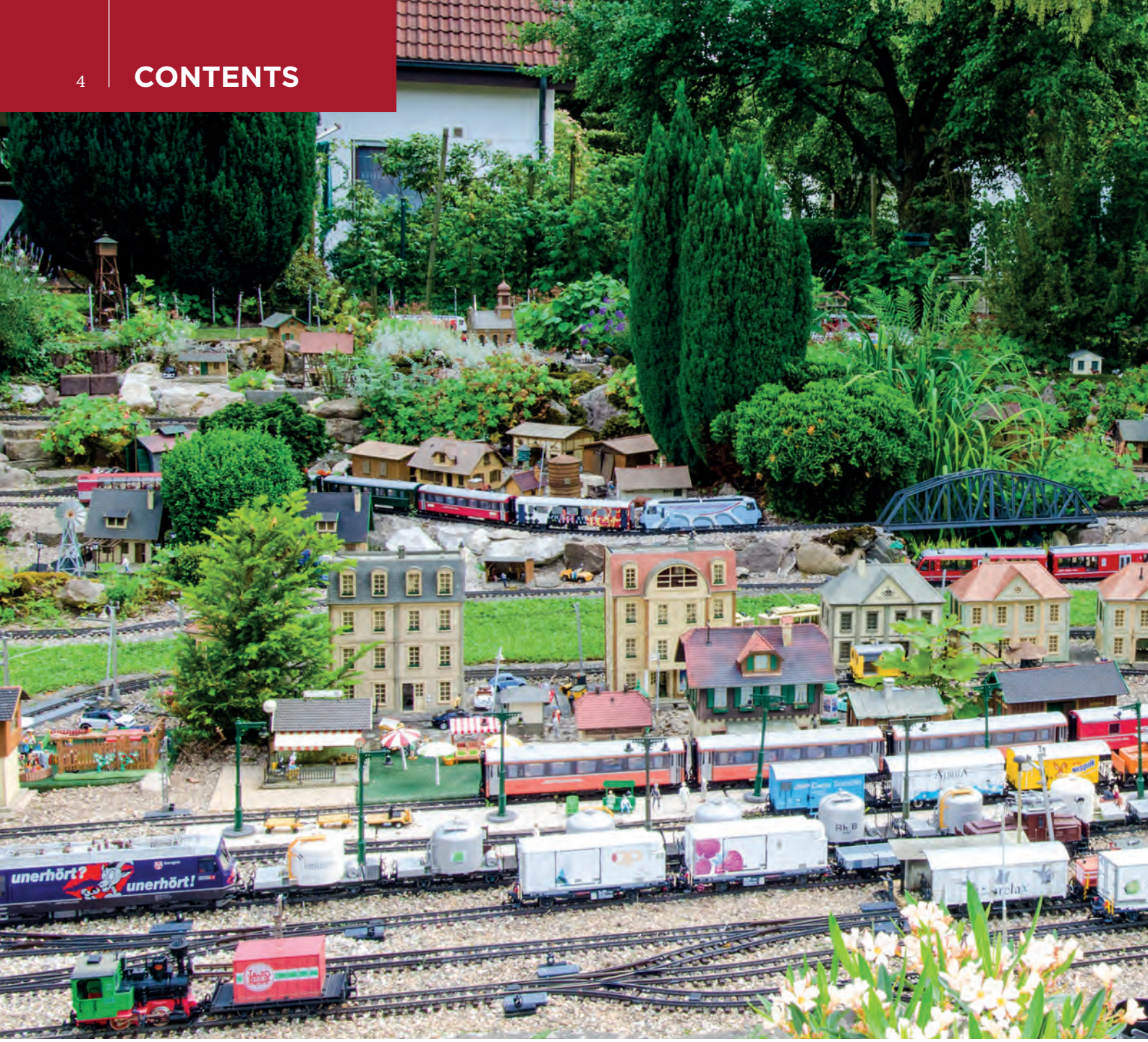
**SILVIA RÖMPP**

**ANDREAS SCHUMANN**

A gem of railroad history in the Canton of Grisons: Steam loco G 4/5 of the Rhaetian Railway.

50 Jahre | Years LGB

PHOTOS: KÖTZLE; TITLE PHOTOS: KÖTZLE, LGB




**6** To mark its 50th anniversary, LGB presents a model of a legendary RhB loco: Steam loco G 4/5.

## 1968-2018: 50 YEARS OF LGB

**THE RAILROAD FOR INDOORS AND OUTDOORS** ..... **33**
In this anniversary year, look forward to eight extra pages of LGB Depesche. In this issue: Report on the anniversary event in Jöhstadt and everything about LGB top models.

## MODELS AND LAYOUTS

**TOP MODEL** ..... **6**
The four-coupled G 4/5 was the last and most impressive steam loco of the Rhaetian Railway. LGB presents the legendary loco in an awesome design.

**TOP LAYOUT** ..... **14**
Besides being an LGB Depesche columnist, Stefan Kühnlein is an industry-renowned garden railroader. We present his layout.

**ANNIVERSARY VERSION OF A US STEAM LOCO** ..... **22**
The 2-6-0 "Mogul" was one of the best known US locos of the steam era and some of these veterans are still running to this day – in particular the LGB anniversary version.

**RARE AND BEAUTIFUL** ..... **26**
The Saxon VI K 212 operated for just nine months under this name. LGB presents the Sachsenbulle (Saxon Bull) rarity.

**DIGITAL SYSTEM FROM THE HARZ** ..... **52**
A new warning system makes the Harz Narrow-Gauge Railways safer.

## TIPS AND KNOW-HOW

**NEW ACCESSORIES** ..... **30**
A farmhouse with a patinated finish, a baker's shop

**22** It is one of the best known US locos and one of the most popular LGB models: The 2-6-0 “Mogul”.

**26** Built for war but operated in peace: A model of the original VIK on the Saxon State Railroads.

**28** Make a beeline for your local retailer, otherwise the LGB anniversary train will be gone and you’ll be left with nothing but a head of lettuce.

assistant, a metal barbecue, and other specialties.

**IT WAS A FANTASTIC EVENT** ..... **32**
Like many others, LGB Depesche columnist Stefan Kühnlein visited the LGB anniversary event. His impressions.

**BUILDING TIPS** ..... **56**
Are you a fan of timber bridges or even a US railroader? If yes, Reinhold Braun’s building tips answer the question: How do I construct a realistic trestle bridge in just 10 hours? Or even faster, if you don’t have a curious dog.

**TUNING DONE DIFFERENTLY, PART 3** ..... **60**
Karsten Speyer continues with Part 3 of his “Stainz” diorama, replaces the pizza plate, and shows how you can construct a reasonably priced but fully functional turntable by selecting materials pragmatically.

**33** Eight pages full of stories about LGB. This time: Everything about the anniversary celebrations in the Ore Mountains, insider knowledge about LGB production, and the highest LGB layout.

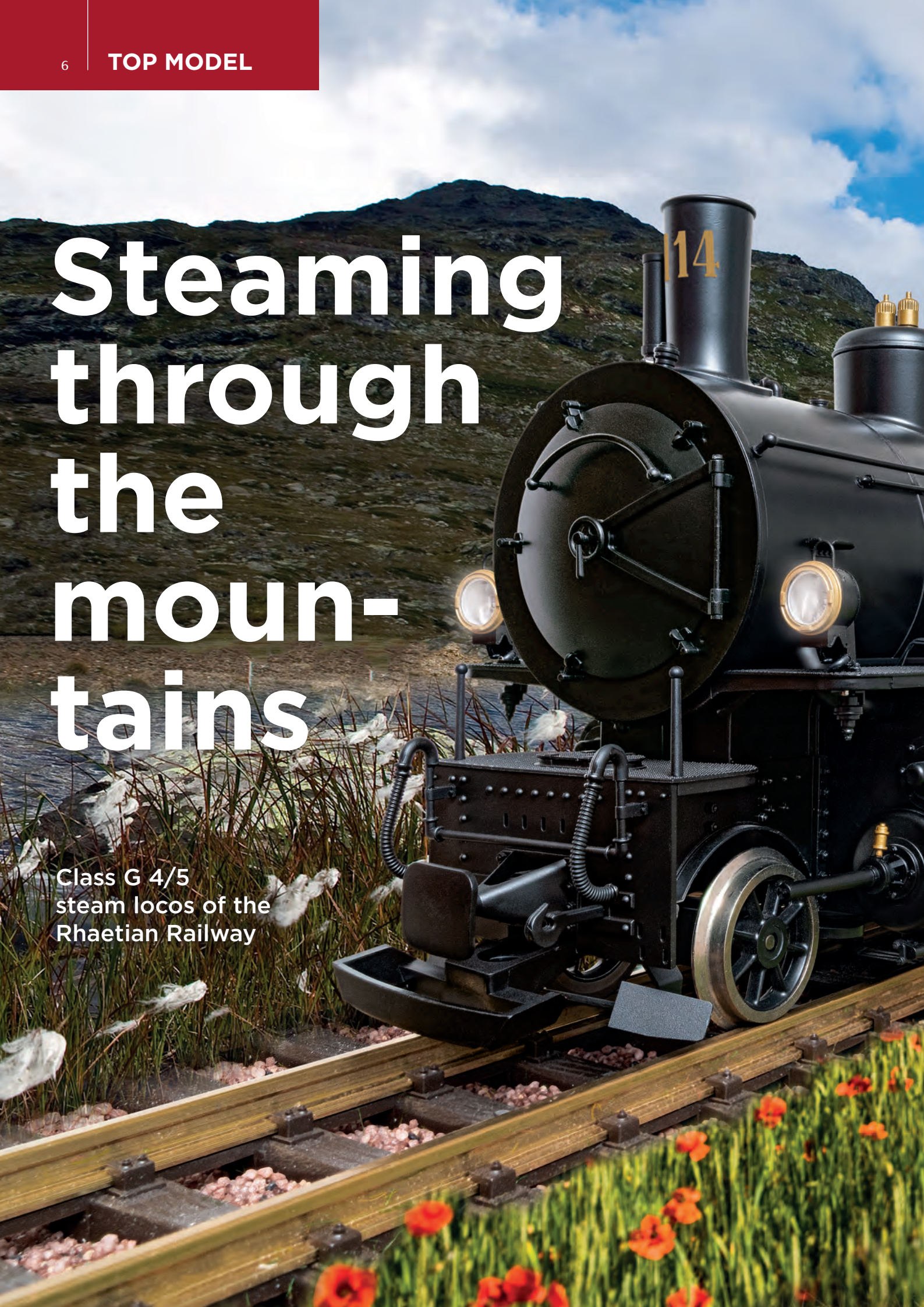
## LGB WORLD

**NEWS** ..... **12**
**RETAILERS** ..... **46**
**CLUB NEWS** ..... **47**
**CALENDAR** ..... **51**
**READERS’ QUESTIONS** ..... **64**
**PORTRAIT** ..... **66**
**MASTHEAD** ..... **69**
**PREVIEW** ..... **70**

PHOTOS: ARNULF SCHÄFER, KÖTZLE, LGB

# Steaming through the mountains

Class G 4/5 steam locos of the Rhaetian Railway



Two of the twenty-nine G 4/5 locos built for the RhB are still running for the RhB. Pictured: 107 “Albula” in Untervaz-Trimmis 2008.

# *Once considered the most powerful narrow-gauge steam locos of Switzerland*

A journey on the Rhaetian Railway – today it conjures up images of powerful electric locos hauling long express trains through the alpine scenery of Grisons – no wonder, seeing as the RhB network became fully electrified almost 100 years ago. But what was before that? As on most railroads, steam locos were used to run the trains. Starting with the small triple-coupled Class G 3/4 tank locos – especially the “Rhätia”, the first RhB loco, which along with its sister locos operated from 1889 carrying road numbers 1 to 16, and the slightly larger Mallet locos with road numbers 21 to 32, which met all the railroad’s demands up to the 20th century. However, by the turn of the century, these relatively small locos no longer had the power to haul the increased loads of longer trains, thus forcing the RhB to purchase new locos. Obviously the first place to look for a suitable loco was the Schweizerische Lokomotiv- und Maschinenfabrik (SLM) in Winterthur. The company had delivered two four-coupled wet steam compound locomotives to the Ethiopian Railroad in 1902.

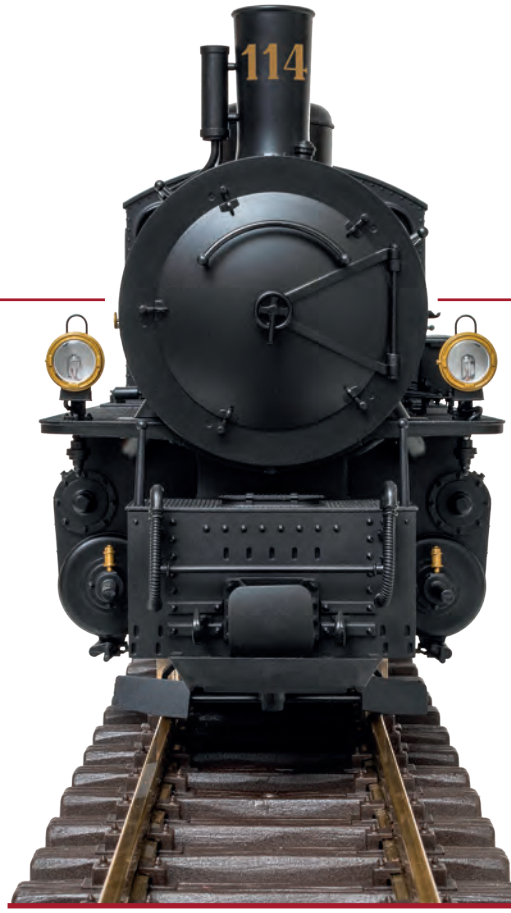
## A new steam loco generation

Trial runs were carried out with one of these locos on the Rhaetian Railway network and the results were very positive. The RhB therefore ordered four largely identical locos that were delivered in 1904, featuring the road numbers 101 to 104. With a top speed of 28 mph and a maximum permissible load of 99 tons on the 35% incline of the Albula line, they met all the demands of the day. An increasing volume of traffic soon led however to the need for further powerful locos: And, in 1906, the RhB ordered four more of these locos, of which the 105 and 106 were exactly the same as their predecessors, while the 107 and 108 were supplied for the first time as hot-steam two-cylinder locos. A new development at that time aimed at providing greater performance and improved economic efficiency. Since this class proved successful, another twenty-one of these hot-steam locos were ordered and delivered to the Rhaetian Railway by 1915. While the first four locos were still equipped with petroleum lanterns, the locos supplied from 1906 onward already boasted an electric light. The power was generated by an accumulator battery that was charged by a generator fitted on the rear tender wheel set. ▶

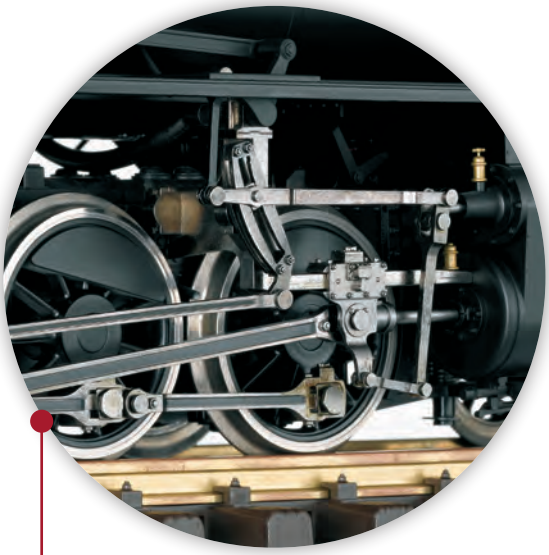
With a total of twenty-nine locos, the G 4/5 is still the largest RhB standard loco series ever. An overall weight of 65 tons meant the first four locos were slightly lighter than their successors, which weighed between 74 and almost 77 tons. This was due, in particular, to the smaller tender of the first series. The water capacity of approximately 176 cubic feet was significantly lower than that of the subsequent locos that had a capacity of almost 353 cubic feet. The 2.2 tons of coal on board the train were also slightly less than the 2.7 tons of its successor. The power output of 800 nominal horsepower however remained the same for all the locos. At that time, they were considered to be the most powerful narrow-gauge steam locos in the world. Their length of almost 49 feet, the 41.3" diameter drive wheel, and the 27.5" diameter carrying wheel were mighty impressive for a narrow-gauge loco at that time. The G 4/5 was soon responsible for providing all the high-quality transport on the RhB network. However, the First World War and the resulting shortage of coal in Switzerland soon cast their shadow over continued use of the large steam locos.

## The twenty-nine lives of the G 4/5 loco after RhB electrification

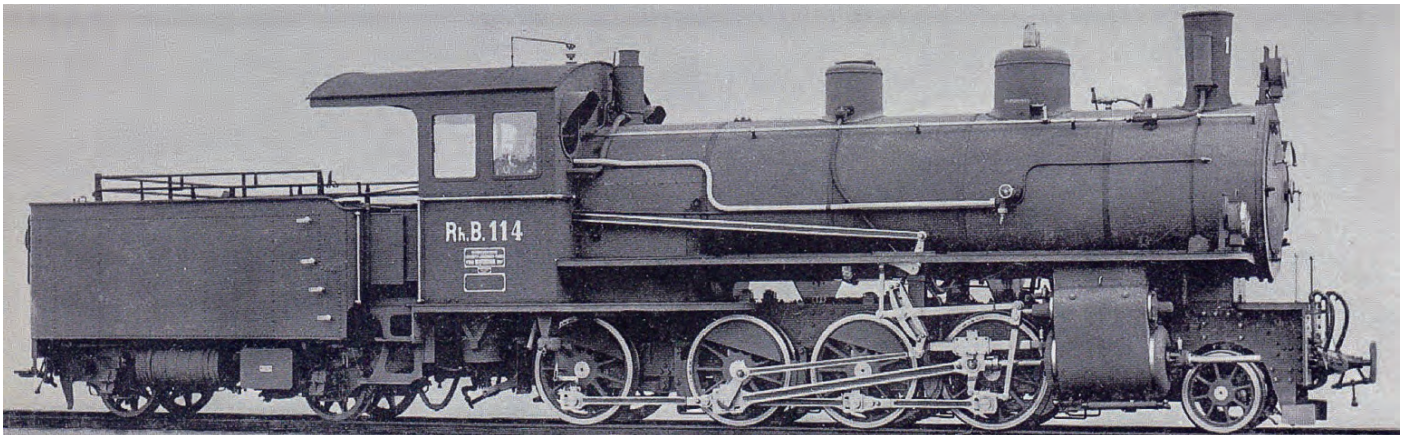
It was at this time that the Rhaetian Railway decided to electrify all its lines; the route from Engadin to Disentis was operated with electric power from the start. This process was completed by the start of the 1920s, meaning the fairly new locos – some of them were just five years old – were no longer needed. Some of the locos were kept as back-up in case of power outages or for clearing snow from the tracks, since diesel locos that perform these tasks today did not exist back then.▶




**RhB Steam Locomotive G 4/5 114**



PHOTOS: KÖTZLE, LGB, FACTORY PHOTO SLM; TEXT: ANDREAS SCHUMANN




**The RhB G 4/5 114 as delivered in 1907 (factory photo of Schweizerische Lokomotiv- und Maschinenfabrik):** The loco was put into service on June 4, 1907, taken out of service on March 25, 1927, and subsequently sold to the Thai State Railroads (then known as Siam).

## HIGHLIGHTS

**Steam locomotive G 4/5 114 of the Rhaetian Railway (RhB), era VI, item 23530**

1. Authentic paint scheme and lettering as delivered in era I.
2. mfx/DCC digital decoder with many sound and light functions, such as headlight with Swiss light changeover, firebox, and cab lighting.
3. Powerful ball bearing mounted Bühler motor.
4. Smoke unit with cylinder steam synchronized with the wheels.
5. Many separately applied details.
6. Length over buffers 24.4".

The others were sold: This is how, in 1920, locos 109, 110, and 111 ended up at Ferrocaril de La Robla, a narrow-gauge railway near Bilbao in northern Spain. Locos with the road numbers 102, 104, 105, and 106 followed them at the end of the 1940s. These locos remained in service there until the early 1970s.

In 1924, the locos 101 and 103 were sold to Brazil, road numbers 112 to 129 went to Thailand between 1926 and 1927, where they could be seen running well into the 1960s. Number 118 has since become a railroad monument in Chiang Mai, while number 123 has supposedly been put in storage for a railroad museum. This meant only the locos 107 and 108 remained at the Rhaetian Railway, originally as catenary-independent back-up for clearing snow, construction trains or freight services. The 1960s saw an increase in the number of special steam excursions for railroad enthusiasts, thereby adding to the popularity of the steam locos. Today – at the grand old age of 100 – both locos are still fully operational and can frequently be seen providing special steam train rides, which obviously also has a lot to do with those in charge at the Rhaetian Railway wanting to preserve its heritage. It is always a terrific sight to behold when one or both of the historic locos is at the head of a special train in the winter wonderland of Engadin – or in the sunshine among the beautiful scenery of the Canton of Grisons.

*New at LGB: Several components of the G 4/5 model are made of die-cast metal*

### A model of the 4/5

RhB locos have long been – a model of the "Crocodile" loco was first unveiled over 40 years ago – some of the most popular garden railroad models available from LGB. Although it is usually electric locos, such as the early Ge 2/4, Ge 6/6 I or the more modern Ge 4/4 II, Ge 4/4 III or the Allegra, RhB steam locos also highly sought-after – just think of the Rhätia or the Heidi, which was launched as a new model this year. There have, nonetheless, been frequent calls for a large Rhaetian Railway steam loco, too. To meet these calls, LGB presented a model of the G 4/5 at this year's Toy Fair in Nuremberg. This model is probably not completely new to most die-hard fans – as it was first launched more than ten years ago by a German company called Brawa from Remshalden but was only briefly available for purchase. The loco has now found a new home at LGB; although a few changes and updates have been made to it – for instance, it is now equipped with a powerful ball bearing mounted Bühler motor, which ensures reliable operation via a toothed drive belt on the similarly ball bearing mounted worm gear shaft. Needless to say, there is a built-in, state-of-the-art mfx/DCC decoder that controls the many light and sound functions of the loco in digital mode. A smoke unit with cylinder steam synchronized with the wheels has also been installed and additionally puffs smoke in sync with the chuff sound of the loco, also in analog mode. The main light function is obviously the headlight with Swiss light changeover, which can also be switched to a double 'A' light. In addition, the loco features built-in cab lighting, and the fire in the boiler looks realistic thanks to a corresponding light in the firebox. A new feature at LGB is that various loco components are made of die-cast metal. For example, the main loco frame, the running board, the wheels, and the rods. Sticking with the design of last year's model of the Rhätia, the loco comes with a complete black paint finish of era I – i.e. from the early years of the RhB – and is available for purchase using item 23530. Matching cars are also available – initially 1st and 2nd class

**HIGHLIGHTS**
**RhB passenger car AB 22 1st and 2nd class, item 33401; also as C 209 3rd class, item 33402**

1. Authentic paint scheme and lettering in the green of era I of the Rhaetian Railway.
2. Sprung buffers and metal spoke wheel sets
3. With many interior details and LED light.
4. Length over buffers 16.5".

**HIGHLIGHTS**
**RhB baggage car F 4051, item 33403**

1. Authentic paint scheme and lettering in the green of era I of the Rhaetian Railway.
2. Sprung buffers and metal spoke wheel sets
3. With many interior details and LED light.
4. Length over buffers 16.5".

**Always a treat for fans:** Today, six associations under the umbrella organization "Historic RhB" (www.historic-rhb.ch) are responsible for the upkeep of the Rhaetian Railway's historic rolling stock and offer vintage steam train rides all year round. Pictured: Steam ride Surselva on September 10, 2016, organized by the Verein Dampffreunde of the Rhaetian Railway (www.dampfvereinrhb.ch).

cars (item 33401), 3rd class cars (item 33402), and a baggage car (item 33403). These Brawa cars have also found a new home at LGB and have been updated slightly. The designers converted the interior lighting to LEDs and re-organized the power pickup via ball bearing spoke wheel sets. RhB enthusiasts can use these models on their garden railroads to recreate a steam express train as it would have looked a century ago prior to the electrification of the Rhaetian Railway lines. A journey in time that gets garden railroaders dreaming.

PHOTOS: DAMPFFREUNDE DER RHB • P. MÜLLER/H. WEIDMANN, KÖTZLE, LGB; TEXT: ANDREAS SCHUMANN

## NEW MODELS FOR FALL 2018

# Three locomotives

The new models for the fall of the anniversary year include three steam locos. One of the steam locos, the VI K 212 of the first class built in 1918, can be discovered on page 26 of this issue together with two matching new cars. The model of the 99 685 originates from the second class of VI Ks, the "Sachsenbullen" (Saxon Bulls), of the 1920s that were fitted with a new boiler and a new water and coal box at the end of 1963/beginning of 1964 at the train repair workshop in Görlitz, thereby giving them a new lease of life until 1971, generally on the Wilsdruff network. The LGB model comes with an exceptional range of equipment, including an mfx/DCC digital decoder with many light and sound functions and smoke unit with steam exhaust and cylinder steam synchronized with the wheels. The third steam loco is the two-coupled 99 5602, which was built by Stettiner Maschinenbau AG "Vulcan" in 1893 with number 1348 and operated on the German National Railroad (DR) in this version until 1966. This Lenz i loco also comes with an mfx/DCC decoder with many light and sound functions such as a digitally controllable headlight, cab lighting and steam exhaust synchronized with the wheels. This fall, LGB is launching a flat car for containers of the RhB, loaded with a removable refrigerator container of VOLG Konsumwaren AG, for all RhB fans. The prototypical paintwork and lettering correspond to era VI. The car has a new road number and rolls on solid metal wheel sets.

## The winner of the photo contest for the club gift 2017

# Party time in the sound car

Vern Cracknell from Lower Mitcham in South Australia is a steadfast participant in the annual photo contest for the club gift. In 2017, his freight station installation (see issue 1/18, page 48), won first prize, the RhB observation car with sound. The specialty of his layout are the figures, which he makes himself. Therefore, the original band of the sound car also had to be replaced. At a layout exhibition, he was asked: "Where are the dancers?" This led to a jovial group of passengers on a Swiss rail car in Australia. Magnificent, Vern! Thanks for the photos!